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DIAAP-2C
S-86/AP-2C

15 April 1964

DIA PROPOSED

UPDATED ORDER OF BATTLE ADDENDUM

25X1X7

TO THE

ESTIMATE OF THE COMMUNIST CHINESE AIR THREAT
AGAINST INDIA DATED 17 JANUARY 1963

DIA Declassification/Release Instructions on File

GROUP 1
Excluded from automatic
Downgrading and
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Updated Order of Battle Addendum

25X1X7

to the

[REDACTED] Estimate of the Communist Chinese Air Threat
Against India dated 17 January 1963

Introduction

25X1X7

1. The purpose of this addendum is to update the order of battle segments of the [REDACTED] Estimate of the Communist Chinese Air Threat Against India dated 17 January 1963.

Aircraft Order of Battle

2. Chinese Communist Air Force and Naval Air Force combined order of battle as of 17 January 1963 and 15 April 1964 are listed at appendix A. Disposition of these aircraft at the present time by Air Defense District is illustrated on the map at appendix D.

Aircraft Performance

3. Important revisions in aircraft performance from that previously supplied are indicated at appendix B.

Airfields

4. Airfields which we believe are most likely to be used by the Chinese in conducting air strikes against India are listed at appendix C.

Radar Coverage

5. Chinese early warning and ground controlled intercept coverage are indicated on the map at appendix D.

Surface-to-Air Missiles

6. Chinese Communist surface-to-air missile sites now number at least twelve. None are believed to be farther south than Lanchou or Hsian, a minimum distance of some 600 nautical miles from the Indian border.

Appendices:

- A-CCAF/CCNAF Air Order of Battle
- B-Aircraft Performance Revisions
- C-Airfields in Tibet and Western China
- D-Map--The Communist Chinese Air Threat to India

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(Revised)CCAF/CCNAF AIR ORDER OF BATTLECCAF

<u>TYPE OF AIRCRAFT</u>	<u>ROLE</u>	<u>17 Jan 1963^a</u>		<u>15 April 1964^a</u>	
		<u>No.</u>	<u>Total</u>	<u>No.</u>	<u>Total</u>
Fagot (MIG.15)	Jet Ftr {Day}	690		565 ^b /	
Fresco (MIG.17)	Jet Ftr {Day}	785		780	
Fresco D (MIG.17D)	Jet Ftr {LAW}c/	145		145	
Farmer (MIG.19)	Jet Ftr {Day}	60	1,680	80 ^d /	1,570
Beast (IL.10)	Piston Ftr				
	Grnd Atk	40		60 ^e /	
Fagot (MIG.15)	Jet Grnd Atk	--		30 ^g /	90
Bat (TU.2)	Piston Lt Bmr	100		90 ^h /	
Beagle (IL.28)	Jet Lt Bmr	175		160 ⁱ /	
Bull (TU.4)	Piston Med Bmr	15		15	
Badger (TU.16)	Jet Med Bmr	--	290	21 ^j /	267
C46/C47	Transport	30		30	
Cab	Transport	35		35	
Coach	Transport	35		30	
Colt	Transport	25		95 ^k /	
Coot	Transport	2		2	
Crate	Transport	45		47	
Viscount	Transport	--	172	11 ^l /	240
Hound	Helicopter	--		20 ^m /	20
	<u>TOTAL</u>		<u>2,182</u>		<u>2,187</u>

CCNAF

Fagot	Jet Ftr {Day}	170		200 ⁿ /	
Fresco	Jet Ftr {Day}	70		55	
Fresco D	Jet Ftr {LAW}c/	30	270	30	285
Bat	Piston Lt Bmr	5		5	
Beagle	Jet Lt Bmr	150	155	130 ^o /	135

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CCNAF (Con't)

Cab	Transport	15	15	
Colt	Transport	5	30 ^{p/}	
Crate	Transport	5	25	5
Madge	Reconnaissance	10	10	5 ^{a/}
	TOTAL		460	5
	COMBINED CCAF/CCNAF TOTAL		2,672 ^{r/}	2,662

a/ Figures rounded to nearest five except for the BADGERS, COOTS, CRATES and the Viscount.
b/ Reduction due to attrition.
c/ Limited all weather fighter.
d/ We do not believe that there has been an increase in FARMERS during the past year. Rather, we believe that our earlier estimate of 60 should have been 80.
e/ We believe that BEAST strength was underestimated by 20 in January 1963.
f/ Reference to 30 MIG.15 (FAGOTS), as being specially trained in ground attack, was carried in a footnote to Appendix A in the [redacted] study dated 17 January 1963 and was not included in the total.
g/ A unit of 30 MIG.15 (FAGOTS) continues to be specially trained in ground attack. All FAGOT/FRESCO aircraft, however, are adaptable to ground attack operations.
h/ Reduction due to attrition.
i/ Reduction due to attrition.
j/ Although these BADGERS may participate in training activity, we do not believe they are capable of conducting combat operations.
k/ Increase due to domestic production.
l/ One assigned to Air Force. Remaining Viscounts assigned to Civil Air Fleet.
m/ Although HOUNDS probably have been produced within China for several years, our first confirmed evidence of utilization within the CCAF has come within the past year.
n/ Earlier strength apparently underestimated.
o/ Reduction due to attrition.
p/ Increase due to domestic production.
q/ Reduction due to attrition.
r/ This total adjusted to include the 30 ground attack FAGOTS. See footnote "f" above.

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APPENDIX B
(Revised)

AIRCRAFT PERFORMANCE REVISIONS

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The following information reflects important changes in aircraft performance characteristics from that provided in Appendix B to the [REDACTED] Air Threat Study dated 17 January 1963.

1. Change FRESCO A and B maximum knots at sea level (intercept mission and ground attack) from 570 to 605. Change FRESCO C maximum knots at sea level (intercept mission and ground attack) from 570 to 620. Change FRESCO D maximum knots at sea level (intercept mission) from 570 to 620.
2. Change FARMER A, C, and D maximum knots at sea level (ground attack) from 570 to 650.
3. Change BEAGLE information as follows:

<u>Bomb Wt. lbs.</u>	<u>All-up Wt. lbs.</u>		<u>Maximum Kts</u>		<u>Combat Radius N.M.</u>				
	<u>Old</u>	<u>New</u>	<u>Old</u>	<u>New</u>	<u>Old</u>	<u>New</u>			
6,600	51,000	-	51,100	425	-	490	600	-	550
4,400	48,800	-	48,900	430	-	490	610	-	560
2,200	46,600	-	46,700	435	-	490	620	-	570
2,200	40,500	-	40,600	445	-	490	400	-	310

4. Change BADGER information as follows (assuming a 10,000 lb. bomb load):

<u>Fuel Wt. lbs.</u>	<u>All-up Wt. lbs.</u>		<u>Max. Kts.</u>	<u>Cruise Kts.</u>	<u>Combat Radius N.M.</u>	
	<u>Old</u>	<u>New</u>			<u>Old</u>	<u>New</u>
75,500 - 71,400	170,000 - 167,000		490 - 540	465 - 445	1,700	- 1,450

Also, delete the statement that the BADGER can carry a maximum bomb load of 22,000 lbs. with a reduced radius of 1,300 N.M.

5. Change CRATE information as follows:

<u>Fuel Wt. lbs.</u>	<u>Freight lbs.</u>		<u>Range N.M.</u>	
	<u>Old</u>	<u>New</u>	<u>Old</u>	<u>New</u>
5,500 - 5,550	4,600	-	4,750	1,400 - 1,600
1,600 - 2,300	8,500	-	8,100	400 - 500

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6. Change COOT information as follows:

<u>Fuel Wt. lbs.</u> <u>Old</u> - <u>New</u>	<u>Freight lbs.</u> <u>Old</u> - <u>New</u>	<u>Range N.M.</u> <u>Old</u> - <u>New</u>
40,200 - No change	22,000 - 23,000	2,500 - 2,600
31,200 - 30,200	31,000 - 33,000	1,600 - 2,100

7. Change COLT information as follows:

<u>Freight lbs.</u> <u>Old</u> - <u>New</u>	<u>All-up Wt. lbs.</u> <u>Old</u> - <u>New</u>	<u>Range N.M.</u> <u>Old</u> - <u>New</u>
2,700 - 3,000	11,500 - 12,700	485 - 855

Delete second line item on the COLT in its entirety.

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APPENDIX C

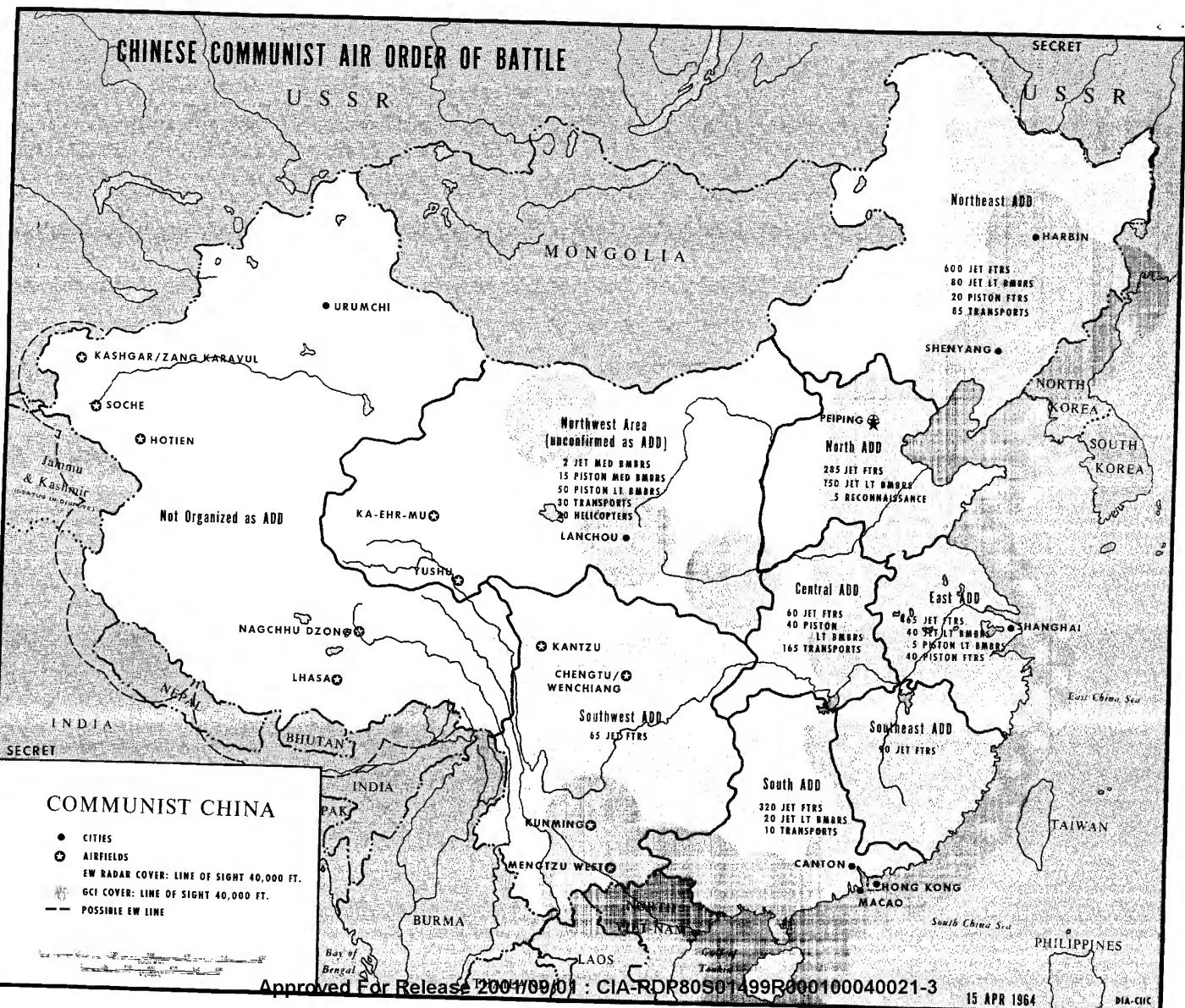
AIRFIELDS IN TIBET AND WESTERN CHINA

The following is a revised summary of airfields in China which might be used for operations against India.

39°31'N 75°58'E	KASHGAR/ZANG KARAVUL	4,000 feet, packed gravel. (4,000 feet a.m.s.l.) serviceable.
38°25'N 77°17'E	SOCHE (YARKAND)	3,800 feet, natural surfacing. (4,400 feet a.m.s.l.) serviceable.
37°09'N 79°52'E	HOTIEN (KHOSTAN)	5,000 feet, packed gravel. (3,000 feet a.m.s.l.) serviceable.
30°30'N 91°06'E	LHASA (TANG-HSIUNG)	13,000 feet, macadam. (14,177 feet a.m.s.l.) serviceable.
31°33'N 91°44'E	NAGCHHU DZONG	12,000 feet (est.) claybound crushed rock. (15,000 feet a.m.s.l.) temporarily unserviceable.
36°45'N 95°35'E	KA-ERH-MU (GOLMO)	12,000 feet, macadam. (9,000 feet a.m.s.l.) serviceable.
32°53'N 96°47'E	YUSHU	11,200 feet, claybound crushed rock. (12,525 feet a.m.s.l.) serviceable.
31°37'N 100°02'E	KANTZU	11,000 feet, claybound crushed rock. (11,500 feet a.m.s.l.) serviceable.
30°43'N 103°57'E	CHENGTU/WENCHIANG	7,500 feet, concrete. (1,700 feet a.m.s.l.) serviceable.
25°00'N 102°45'E	KUNMING	9,800 feet, concrete. (6,220 feet a.m.s.l.) serviceable.
23°24'N 103°19'E	MENGTZU WEST	7,900 feet, concrete. (4,700 feet a.m.s.l.) serviceable.

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